

**ASSEMBLY BILL**

**No. 1158**

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**Introduced by Assembly Member Hayashi**

February 27, 2009

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An act to amend Section 65460.2 of the Government Code, relating to transit facilities.

LEGISLATIVE COUNSEL'S DIGEST

AB 1158, as introduced, Hayashi. Transit village plan.

Existing law authorizes a city or county to create a transit village plan for a transit village development district. Existing law authorizes a city or county to prepare a transit village plan for a transit village development district that addresses specified characteristics.

This bill would add the characteristic of other land uses, including educational facilities, that provide direct linkages for people traveling to and from primary and secondary education schools, community colleges, and universities, to the list of specified characteristics that a transit village plan may address.

Vote: majority. Appropriation: no. Fiscal committee: no.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. Section 65460.2 of the Government Code is
- 2 amended to read:
- 3 65460.2. A city or county may prepare a transit village plan
- 4 for a transit village development district that addresses the
- 5 following characteristics:

1 (a) A neighborhood centered around a transit station that is  
2 planned and designed so that residents, workers, shoppers, and  
3 others find it convenient and attractive to patronize transit.

4 (b) A mix of housing types, including apartments, within not  
5 more than a quarter mile of the exterior boundary of the parcel on  
6 which the transit station is located.

7 (c) Other land uses, including a retail district oriented to the  
8 transit station and civic uses, including day care centers and  
9 libraries.

10 (d) Pedestrian and bicycle access to the transit station, with  
11 attractively designed and landscaped pathways.

12 (e) A transit system that should encourage and facilitate  
13 intermodal service, and access by modes other than single occupant  
14 vehicles.

15 (f) Demonstrable public benefits beyond the increase in transit  
16 usage, including any five of the following:

17 (1) Relief of traffic congestion.

18 (2) Improved air quality.

19 (3) Increased transit revenue yields.

20 (4) Increased stock of affordable housing.

21 (5) Redevelopment of depressed and marginal inner-city  
22 neighborhoods.

23 (6) Live-travel options for transit-needy groups.

24 (7) Promotion of infill development and preservation of natural  
25 resources.

26 (8) Promotion of a safe, attractive, pedestrian-friendly  
27 environment around transit stations.

28 (9) Reduction of the need for additional travel by providing for  
29 the sale of goods and services at transit stations.

30 (10) Promotion of job opportunities.

31 (11) Improved cost-effectiveness through the use of the existing  
32 infrastructure.

33 (12) Increased sales and property tax revenue.

34 (13) Reduction in energy consumption.

35 (g) Sites where a density bonus of at least 25 percent may be  
36 granted pursuant to specified performance standards.

37 (h) *Other land uses, including educational facilities, that provide*  
38 *direct linkages for people traveling to and from primary and*  
39 *secondary education schools, community colleges, and universities.*

40 (h)

- 1     *(i)* Other provisions that may be necessary, based on the report
- 2     prepared pursuant to subdivision (b) of former Section 14045, as
- 3     enacted by Section 3 of Chapter 1304 of the Statutes of 1990.

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